

ENGINE

Removal/Installation

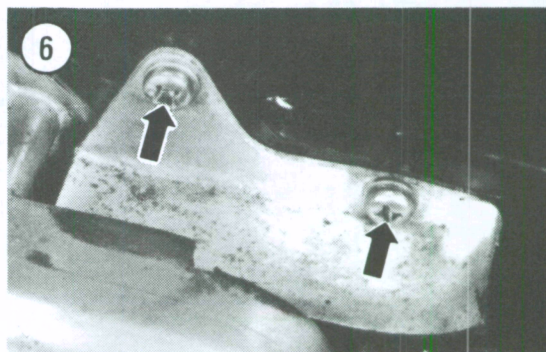
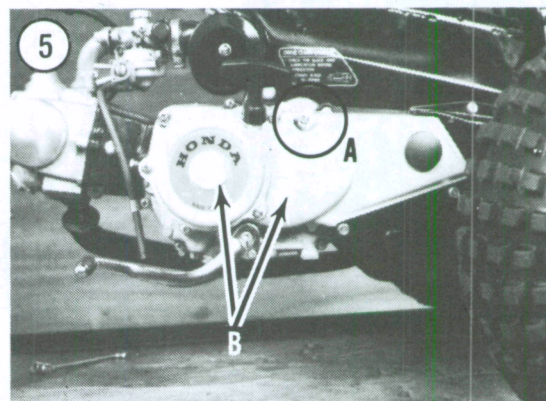
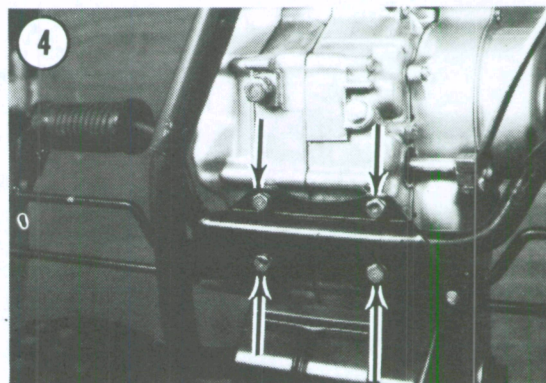
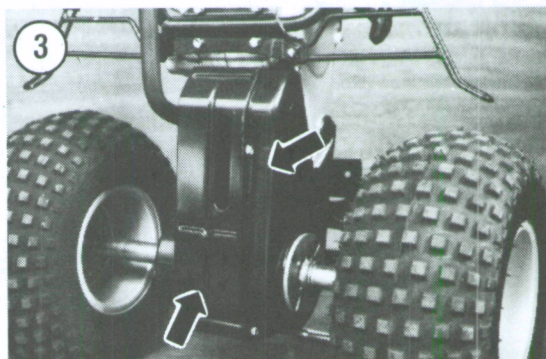
1. Drain the engine oil as described under *Engine Oil Change* in Chapter Three.
2. Remove the seat/rear fender assembly.
3. Remove the fuel tank as described in Chapter Six.
4. Remove the exhaust system as described in Chapter Six.
5. Remove the carburetor as described in Chapter Six.
6. Disconnect the spark plug lead and tie it up out of the way.
7. On ATC70 models, remove the bolts securing the under plate and chain cover (Figure 3) and remove the assembly.
8. Remove the bolts (Figure 4) securing the footpeg assembly and remove the assembly.

NOTE

If you are just removing the engine and are not planning to disassemble it, do not perform Step 8. The engine is small enough so that external components can be left on during removal.

9. If the engine is going to be disassembled, remove the following parts:

- a. On 1981-on ATC70 models, shift the transmission into NEUTRAL and remove the E-clip on the neutral indicator (A, Figure 5).
 - b. On 1981-on ATC70 models, remove the recoil starter and left-hand crankcase cover as an assembly (B, Figure 5).
 - c. On all other models, remove the recoil starter assembly as described in Chapter Seven.
 - d. Remove the alternator as described in Chapter Seven.
 - e. Remove the clutch assembly as described in Chapter Five.
 - f. Remove the external shift mechanism as described in Chapter Five.
 - g. Remove the camshaft, cylinder head, cylinder, piston and oil pump assembly as described in this chapter.
10. On 90-125 cc models, remove the bolts securing the skid plate and remove the skid plate.
 11. Remove the brake pedal assembly as described in Chapter Nine.
 12. On models so equipped, remove the screws (Figure 6) securing the chain guide and remove the guide.



13A. On 1981-on ATC70 models, loosen the bolts (Figure 7) on the drive chain tensioner and move the tensioner so there is little tension on the drive chain.

13B. On all other models, loosen the drive chain tensioner bolt or nut (Figure 8) and move the tensioner plate so there is little tension on the drive chain.

14. On 90-125 cc models, remove the subtransmission as described in Chapter Five.

15A. On all models except 1981-on ATC110, perform the following:

- Remove the left-hand crankcase cover.
- Remove the bolts securing the chain case and slide it along the rear axle toward the left-hand wheel.
- Remove the drive chain master link and remove the drive chain from both sprockets.

15B. On 1981-1983 ATC110 models, remove the rear axle assembly as described in Chapter Eight. These models are equipped with a drive chain without a master link.

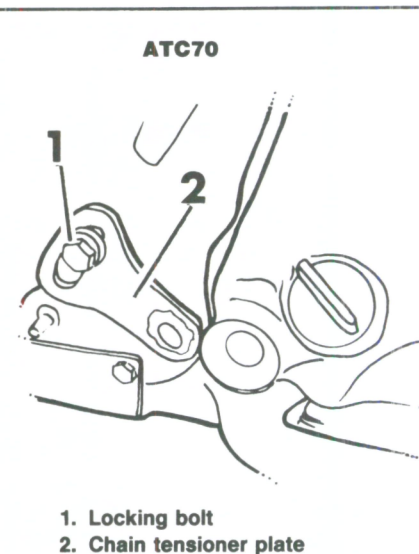
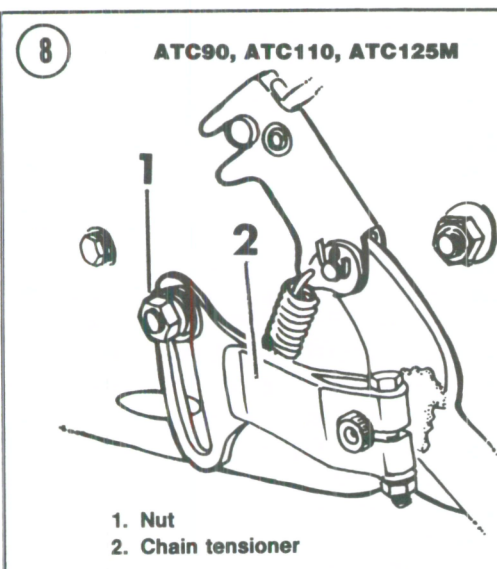
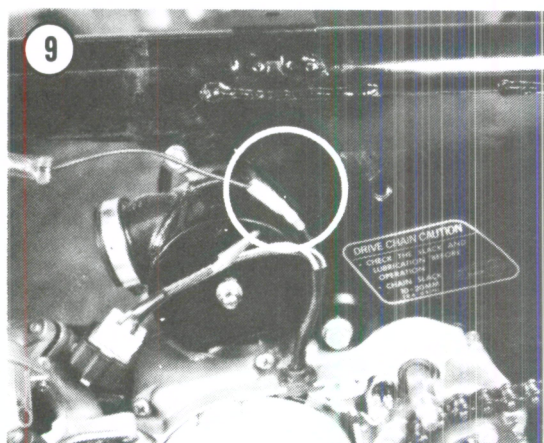
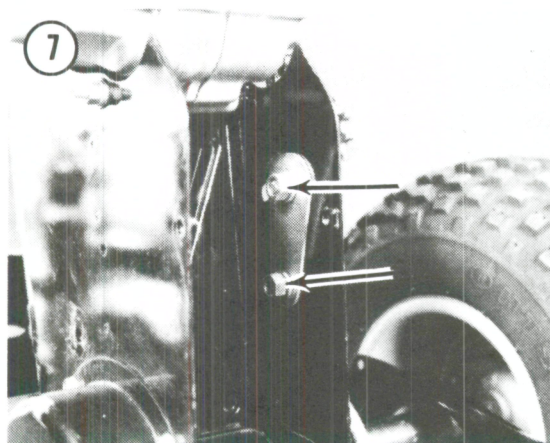
16. Disconnect the electrical connector from the alternator to the wiring harness (Figure 9).

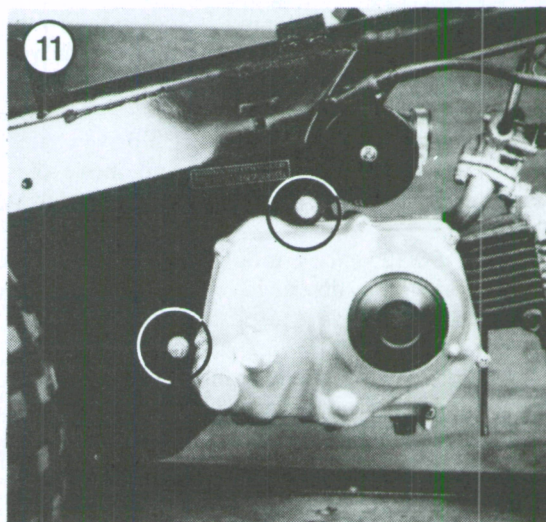
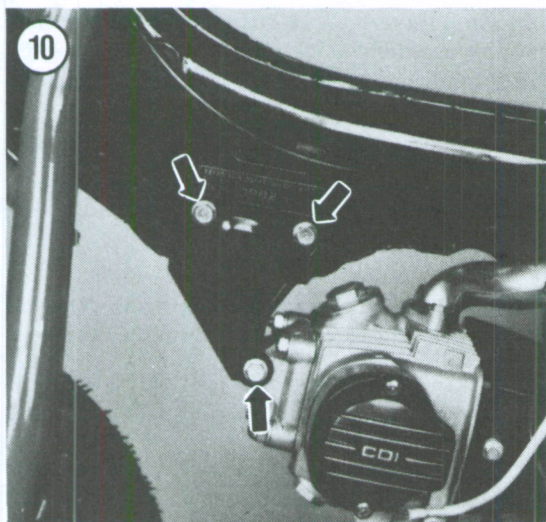
17. Take a final look all over the engine to make sure everything has been disconnected.

18. Place a suitable size jack, with a piece of wood to protect the crankcase, under the engine. Apply a *small amount* of jack pressure up on the engine.

CAUTION

The following steps require the aid of a helper to safely remove the engine assembly from the frame.





19. On all models except ATC70, remove the bolts (Figure 10) securing the engine hanger and remove the engine hanger.

20. Remove the nuts and washers from the upper and lower engine mounting through bolts (Figure 11). Withdraw the bolts from the left-hand side.

21. Pull the engine slightly forward and lower the engine from the frame. Take it to a workbench for further disassembly.

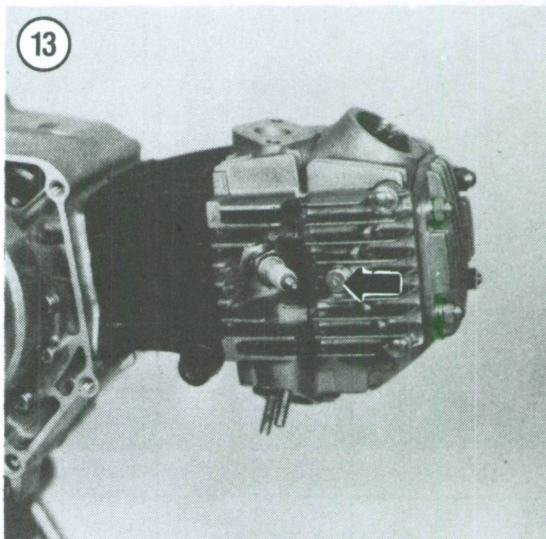
22. Install by reversing these removal steps, noting the following.

23. Tighten the mounting bolts to the torque specifications in Table 2.

24. Fill the engine with the recommended type and quantity of oil; refer to Chapter Three.

25. Adjust the clutch, drive chain and rear brake pedal as described in Chapter Three.

26. Start the engine and check for leaks.



CYLINDER HEAD AND CAMSHAFT

Removal (70 cc)

This procedure is shown with the engine removed from the frame. It is not necessary to remove the engine to perform this procedure. Refer to Figure 12 for this procedure.

CAUTION

To prevent any warpage and damage, remove the cylinder head and cam only when the engine is at room temperature.

1. Place the ATC on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.

2. Remove the seat/rear fender assembly.

3. Shift the transmission into NEUTRAL.

4. Remove the fuel tank as described in Chapter Six.

5. On the right-hand side of the engine, loosen the bolt (Figure 13) securing the side cover. Tap the bolt with a plastic mallet to help break loose the left-hand side cover. Remove the bolt and remove both side covers and the gasket (Figure 14).

6. Remove the screw (Figure 15) securing the cylinder head to the cylinder.

7. Remove the bolts (Figure 16) securing the cam sprocket. Insert a screwdriver or drift into the hole in the cam and cam sprocket to keep the sprocket and chain from sliding into the cam chain cavity on the side of the cylinder.

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